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Importer and Distributor

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Rich Milk thoroughly Purified

That in a sentence sums up Highlander Condensed Milk (full cream). There are very definite and real reasons for its superiority.

First of all the milk is the world's finest. New Zealand's dairy conditions and legislation are the world's model—its dairy products top the world for the price because of their quality. Highlander Condensed Milk is prepared from the purest and richest milk of the specially selected herds in the rich dairying pastures of Southland. The cows are subject to Government inspection, and the milk is drawn from each cow under exceptionally rigorous conditions of cleanliness.

It is then immediately filtered and cooled at the dairies. Next it goes to the great model Highlander Condensaries—cleanliness personified.

Here it is again filtered and subjected to a process which destroys all disease germs. Part of the water is removed by evaporation in vacuo, and a proportion of the finest No. 1A sugar is added.

Highlander Condensed Milk is full cream—the richest, purest milk, less part of the water. More economical than fresh milk—there is no water—use what is wanted, the remainder is available for further use.

Hygienic, uniform, handy, always ready, it is cheaper, more reliable. For cooking it is far superior to ordinary milk—try it.

There are hundreds of recipes in the big 200-page beautifully illustrated Highlander Cook Book. Write for a FREE copy today—address "Highlander," Dept. "A" Fred L. Waldron, Ltd., Agents Honolulu.

HIGHLANDER

Condensed MILK

Make Your Reservations Early

for your

VACATIONS

at the famous

VOLCANO HOUSE

Mauna Kea sails on Wednesdays and Saturdays.

Inter-Island Steam Navigation Co., Ltd.

MAVERICK SENDS OUT S. O. S., IS HONOLULU RUMOR

Naval Authorities Deny Knowledge of Message: Trap is Suspected

The steamer *Maverick*, of the United States Navy, is reported to have been sighted off the coast of Northern Luzon, and is believed to be in an extremely distressed condition. It is believed that the ship is in need of assistance, and that it may be in danger of being captured by the enemy.

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Other naval vessels have reported being in the vicinity of the *Maverick*, and it is believed that they are attempting to locate and assist the ship.

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Baggagemen, Furniture and Piano Moving

HONOLULU CONSTRUCTION & DRAYING CO., LTD.
PHONE 4-9-8-1

SERVICE FIRST

STORAGE

J. J. BELSER, Manager.
65 TO 71 SOUTH QUEEN ST.

MATSON ORDERS MORE CARE IN PACKING FREIGHT

Shippers have been notified that more care must be taken in packing and wrapping freight for shipment to the Hawaiian Islands by the Matson Steam Navigation Co. As the regulations are of interest to every shipper and merchant the rules are given below.

Small boxes measuring 12 cubic ft. or less must be strapped into place. Wheat, corn, cracked corn, beans, peas, etc., must be double sacked.

Whole barley and other grains will not be accepted in burlap sacks, as they do not stand handling.

No pulp, fibre, or paper cases will be accepted, unless crated or otherwise properly protected.

Butts of tobacco must be securely strapped or crated.

Secondhand or other barrels, with heads bulged, chimneys broken, leaking or otherwise in poor shipping condition will not be received.

Pieces of machinery must be well protected by heavy crating and pieces provided with skids securely fastened to base.

Furniture and household goods must be well protected by crates, or excelsior, covered by burlap or other protection.

All trunks, packed or empty, must be protected by crating or wrapped with burlap.

Cases of canned goods, or heavy contents, when made from thin shooks must be securely strapped.

Bundles of box shooks tied with rope will not be accepted. They must be tied with not less than two wires, binding the sides and ends.

Hay bales must be marked with colored ribbons, tied to one wire, or paper tags long enough to be held in place by two wires.

Cases of hats must be strapped through center.

Unboxed automobiles taken only at owner's risk of pilferage and damage.

All freight must be marked in plain stencil letters with mark and destination not less than 1 1/2 inches in diameter and all old marks old destinations entirely removed.

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SAILING VESSELS FOR PASSENGERS IS MARINE TALK

"That voyagers to and from Honolulu may be compelled to travel in sailing ships if the government continues to take over more steamers which heretofore have been carrying passengers, is the opinion of local shipping men," writes the marine reporter of the San Francisco Examiner.

Continuing the writer states: "It was suggested that some of the sailing ships of the Alaska Packers Association could be fitted to carry a number of passengers, to whom time might be no object, and might enjoy a return to the kind of craft used in the early days."

"The Star of Alaska, one of the Alaska Packers' fleet, left yesterday for Honolulu, under Captain Folger, with freight and supplies."

Other vessels of the fleet are engaged in coastwise trade during the winter, the Star of Iceland having left yesterday for Nanaimo to bring a cargo of coal.

"Most of the big ships of the Matson Steam Navigation Co. have been taken from the Honolulu run by the government, and those still on the run are subject to the orders of the United States shipping board."

"Among the vessels taken are the *Wilhelmina*, *Matsonia*, *Maul* and *Mauoa*. It is likely that the *Enterprise* and *Lurline* will follow."

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CHASED BY SUB BUT GETS AWAY

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TEXAN, MEXICAN COMMANDEERED

(Special Star-Bulletin Correspondence.)
HILLO, Dec. 22.—That the American-Hawaiian line of steamships has been completely out of business as far as sugar carrying from these islands is concerned is evident now that the Texan and Mexican, the only two boats left in the island trade, have been taken over for war purposes.

The sugar industry seems to be in for a big bump just now, and it is hard to figure just how six hundred thousand tons of sugar can be shipped from Hawaii during the next twelve months.

That many larger warehouses will have to be built and that a big loss through the deterioration of the sugar while in storage will have to be faced is the opinion of those who know conditions.

That the cost for bags will also become excessive if the sugar is kept for a long time in storage in these islands prior to shipment is another factor.

It has been said by some people that if the shipping board had said to the American-Hawaiian Steamship Company, "We will take twenty or so of your vessels and leave three of the largest and fastest for the Hawaiian trade," all would have been well, for three of the largest A-H. steamers could maintain a fourteen-day schedule between the coast and Hawaii and could have handled the sugar crop of 1918.

These vessels, on a fourteen-day schedule, could also have brought freight to these islands, thus relieving a terribly